

What is claimed is (Amended):

This case was filed with the international office on April 13, 2004, and claims 1 through 6 were amended, and new claims 8 and 9 are added, and the other claims
5 are maintained.

1. (Amended) In a speed control of a running object, a running vehicle (object) having an automatic inertia running apparatus, comprising:

a speed setting means and a speed detection means of a running object
10 that are operated in accordance with an electric signal; and

a detection unit that includes an acceleration command detection unit L1, a set speed reach detection unit L2, a lower limit speed detection unit L3 in an idling mode, an E-S connection command detection unit L4, and other detection units wherein said detection unit is designed to increase or decrease a running
15 speed by controlling a fuel supply of an engine in accordance with a feedback control and is operated based on a destination of a feedback control in an inertia running control and a feedback electric signal,

wherein an interlock is installed at a certain portion so that multiple detection units are not concurrently operated between the detection units for
20 thereby controlling a driving force transfer operation means, and

wherein said running object is constructed based on a sequence control

that an engine side E and a shaft side S are connected with a driving force transfer operation means when brakes 2 and 23 are stepped, a computer control and other controls.

5 2. (Amended) The vehicle of claim 1, wherein the speed is increased up to a destination speed using a speed setting means and a running object speed detection means, and when the destination speed is reached, and the setting speed reach detection unit L2 is operated, electronic clutches 10 and 44 are separated, and the operation mode is changed to an idling mode, and when the
10 speed gets slower and is decreased to a lower limit speed, the lower limit speed detection unit L3 and the E-S connection command detection unit L4 are operated, and the engine side E and the shaft side S are connected, and the revolution of the engine is increased so that the revolution of the engine is matched with the revolution of the shaft before the connection, and the vehicle protection is
15 achieved based on various sensors of claim 9.

3. (Amended) The vehicle of claim 1, wherein when a running object is accelerated, and a destination speed is reached, and the set speed detection unit L2 is operated, the electronic clutches 10 and 44 are separated, and the operation
20 mode of the engine is changed to the idling operation mode, and the slow speed motor 52 connected with the vehicle is operated, and a constant speed is

maintained, and an acceleration is performed by an internal combustion engine, and an electric capacitance of a slow speed motor 52 and a battery or fuel cell that is a power unit of the slow speed motor is decreased, and the vehicle is operated with a low cost internal combustion-battery or internal combustion cell hybrid car, and a vehicle protection is performed based on various sensors of claim 9 using a speed setting means and a running object speed detection means in accordance with a control of the running object.

4. (Amended) The vehicle of claim 1, wherein the operation mode of the running object of claim 3 is changed to a slow mode, and when the running object got slower to a lower limit speed, the lower limit speed detection unit L3 and the E-S connection command detection unit L4 are operated, and the engine side E and the shaft side S are connected, and the revolution of the engine is increased so that the revolution of the engine is matched with the revolution of the shaft.

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5. (Amended) The vehicle of ~~either claim 3 or claim 4~~, wherein when a slow speed motor is not used, the vehicle runs with only an internal combustion engine.

6. (Amended) In a construction of a speed setting means for a ship, a ship having an automatic inertia running apparatus that is characterized in that a depth variation or a set value of a speed setting unit when accelerator pedals 1 and 31

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are stepped are applied to a resistor R or a condenser C or an inductance L or an inter-inductance L_m or a piezoelectric device or other semiconductor devices, so that electric integral number is converted into electric amount and frequency or number of pulses, and when constructing a running object speed detection means, there are provided a speed setting means and various detection units wherein in said speed setting means, the value is converted into electric amount or frequency or number of pulses that is changed in accordance with a running speed using a generator or other detection units, and an incorrect value of a feedback control based on a change of a transmission ratio is corrected by magnifiers 22 and 34, and then a set speed and a detection speed are compared, and wherein in said various detection unit, an engine fuel supply amount is controlled in accordance with a feedback control of the running object speed detection means for thereby increasing or decreasing the running speed, and in an inertia running control, said various detection units operated in accordance with destination of the feedback control and a feedback electric signal include an acceleration command detection unit L1, a set speed reach detection unit L2, a lower limit speed detection unit L3 in an idling mode, an E-S connection command detection unit L4, and other detection units,

wherein an interlock is installed at a certain portion so that multiple detection units are not concurrently operated between the detection units for thereby controlling a driving force transfer operation means, and

wherein said running object is constructed based on a sequence control that an engine side E and a shaft side S are connected with a driving force transfer operation means when brakes 2 and 23 or stopping unit are stepped, a computer control and other controls.

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7. (Maintained) A power generation facility having an engine with a compression process that is characterized in that an inertia force is enhanced using a generator or a vehicle having a big difference, and the operation mode is changed to an idling operation mode after the speed is increased above a static revolution of a generator and reaches at a destination speed, so that an efficiency at the time of a small load is enhanced, wherein a speed converter is used in order to maintain a static speed.

8. (Newly added) In a construction of a speed setting means, a method of a running object speed detection that is characterized in that a depth variation or a set value of a speed setting unit when accelerator pedals 1 and 31 are stepped are applied to a resistor R or a condenser C or an inductance L or an inter-inductance Lm or a piezoelectric device or other semiconductor devices, so that electric integral number is converted into electric amount and frequency or number of pulses, and when constructing a running object speed detection means, there is provided a speed setting means wherein in said speed setting means, the value is

converted into electric amount or frequency or number of pulses that is changed in accordance with a running speed using a generator or other detection units, and an incorrect value of a feedback control based on a change of a transmission ratio is corrected by magnifiers 22 and 34, and then a set speed and a detection speed
5 are compared.

9. (Newly added) A method of a vehicle protection that is characterized in that the user of brake is decreased using an engine brake effect by automatically connecting a clutch 10, and an idling operation or fuel supply is decreased when a
10 quick acceleration sensor 50 is operated.